

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

A. SUPERIOR PALE DRY, Dinner
Wine, Green Seal Capsule... \$10.86

C. MANZANILLA, PALE
NATURAL SHERRY, White
Capsule... 12.00

CC. SUPERIOR OLD DRY,
PALE NATURAL SHERRY,
Red Seal Capsule... 12.00

D. VERY SUPERIOR OLD PALE
DRY, Choice Old Wine, White
Seal Capsule... 14.40

E. EXTRA SUPERIOR OLD
PALE DRY, Very Finest
Quality (Old Bottled)... 20.40

In addition to Wines of our own bottling, the following brands, bottled in Europe, have been specially selected, and procured from the celebrated firm of MESSRS. GEO. G. SANDEMAN, SONS & CO. of LONDON and OPORTO, for whom we have been appointed Sole Agents:—

Per Case of 12 doz.
LIGHT DRY... \$17.00
SOBERA... 25.00
VERY PALE DRY... 25.00
FULL GOLDEN... 30.00
PALE DRY NUTTY... 32.00
FINE OLD BROWN... 42.00

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

DEATH.
On the 1st October, at 23, Quinsan Road, Shanghai, MARIA FRANCISCA GUTTERREZ, aged 50 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 7th October, 1901.

SINCE the Petition relative to the sanitary condition of this Colony was forwarded to the Colonial Office, the local Government has wisely displayed commendable activity in the matter of public works and sanitary measures necessary to bring the Colony up to the standard of excellence it was officially reported to possess. It is unnecessary now to compare the abject apathy of the Government which existed previous to the memorable agitation in matters sanitary with its present feverish desire to fulfil the duties required of it. That may be left to another time, and from the experience of the past in Hongkong the community after all may be devoutly thankful that even so august an institution as a Colonial Government may have its periods of feverish moods. Not that most people will endorse actions undertaken under such conditions because they are not healthy, and are generally inadequate. A recent action of the Government is a case in point. Whilst commending the present activity of the Government and appreciating the effect, there is much speculation as to the actual cause: is the Government in real earnest in its campaign of reform, is it actually striving honestly to accomplish its duty, or is it merely a passing performance produced by fear of pending investigation and spasmodic remorse for past indifference? We regret that we are inclined to the latter opinion, for the reason that, notwithstanding the present promises of the Government and its actions of repentance, occasional testimony to an absence of earnestness in deeds, not words, is given by the Governor and the Secretary may be necessary for the purpose of what we call "the deeds of the Governor and the Secretary." H.E. the Governor in his report to the Colonial Office says:—

"One of the most important questions of the immediate future is the problem of reducing the surface population, the density of which in one health district of Victoria is, in round numbers, six hundred and forty thousand to the square mile, and this in a city crowded under the precipitous northern slope of the Peak 'range of hills that effectually shut off the south-easterly breezes of the summer months. The abatement of surface crowding by the resumption of houses and opening of streets and lanes will probably cost some millions of dollars, as the value of house property in Victoria is very great, houses being sold at from six dollars to thirty-five dollars a square foot; but the taxation of Hongkong is light compared with that of other colonies, and sooner or later the question of the abatement of surface overcrowding must be vigorously dealt with."

This Report was laid on the table of the Sanitary Board at its meeting last Thursday, at which the most important subject for consideration was the draft of a Bill to restrict the height of buildings. The passage of this Bill which required consideration was the following:—

"Provided that the provisions of this Section shall not apply to any building the height of which, at the date of the passing of this Ordinance, exceeds one-and-a-half times the width of the street upon which it fronts, nor to any building erected in substitution for any such building."

It appears that the Acting Attorney-General in presenting the draft Bill to His Excellency felt it necessary to point out that the passage in question must have been based on some misconception, and he intimated that if the provision as to one-and-a-half times the width of the street was not to apply to the re-erection of buildings, the only improvement effected by clause 2 of this Bill upon the provisions of Section 6 of Ordinance 34 of 1899 was that clause 2 of this Bill prevented the raising of existing houses to over one-and-a-half times the width of the street.

The only member of the Sanitary Board who was entitled to speak with authority on the subject was, of course, the Medical Officer of Health, who for several years past has been consistently advocating a reduction in the height of buildings used as dwelling-houses to reduce the terrible surface-crowding which prevails in this Colony. In fact, Hongkong now occupies the disastrous notoriety of being the most overcrowded city in the world! In referring to the draft Bill Dr. CLARK pointed out a by no means exhaustive list of ninety-three streets and lanes in the city of Victoria in which buildings now exceed the limit in height of one-and-a-half times the width of the street; also that the proposed legislation would barely touch the fringe of this serious question of "surface crowding." There are two districts in the Colony which now have over 800 people to the acre! To show really the effect of this curious passage in the draft Bill referred to by the Acting Attorney-General we cannot do better than quote Dr. CLARK'S OWN words:—

"It proposes to prevent any further increase in the height of existing buildings which may already exceed one-and-a-half times the width of the street on which they front, but it also contains a proviso to the effect that any house which is re-built may be re-erected to its present height. That is to say, that if we have now a four or five-storied house fronting on a narrow street (and I have shown in my minute that there are many such) that that house can again be erected to the same height, although the street still remains extremely narrow, and the dangers of overcrowding will thus be perpetuated for another 20 to 30 years (which is the ordinary life of a Chinese house in this Colony). In other words, the Bill practically proposes to 'continue the status quo.' We have at the present moment an enormous amount of 'surface-crowding in this City of Victoria, and this Bill will do nothing whatever to mitigate it. It may possibly prevent it from becoming much worse, but it will do absolutely nothing to remedy it."

Consequently Dr. CLARK opposed the adoption of this passage in the draft Bill and was supported by Dr. ARKINSON, the P.C.M.O. In disagreement with Dr. CLARK, the Acting Director of Public Works supported the passage, and his motion that the Government should pass the Bill immediately was carried by a majority of four to two. Thus we have the spectacle of three acting officials, two of whom were unable to express any real opinion on the subject, though they voted with Mr. CHATHAM because his official persistency apparently induced them to do so, substituting the carefully-prepared statement of Sir HENRY BLAKE to Mr. CHAMBERLAIN. We can hardly imagine that the Acting Director of Public Works on his own responsibility dared to thwart—by supporting 'abortive legislation, which even the Attorney-General had not hesitated to question—the most needed reform in this plague-stricken Colony: the prevention of the densest overcrowding in the world? Are the manifest vital needs of this Colony, and H.E. the Governor's confirmation thereof to the Home Government, to be trifled with and opposed by three officials acting in a senior capacity? It can therefore only be assumed that their action was inspired. The motion of Mr. CHATHAM was passed on a catch vote, for

there is no doubt whatever that had Mr. OSBORNE and Colonel HUGHES, and even Mr. MAY, been present, the Medical Officer of Health would have been supported. It seems scarcely credible that the Government, after eight years' experience of plague, can seriously contemplate the introduction of legislation which is directly aimed at the perpetuation of the present excessive height of buildings in narrow streets.

It was stated at the Board meeting that the object of the proposed Bill was to put a limit to the present very common plan of further increasing the surface crowding by raising additional stories on existing houses. If this is to be so it seems to us that the clause suggested by the Medical Officer of Health will amply meet the case without any necessity for enacting that lofty buildings in narrow streets may be re-erected practically to the same height as at present. It is a matter for great regret that the Government, after more than three years of persistent agitation on the part of the Sanitary Board, has not yet seen its way to limit the height of new buildings to one-and-a-half times the width of the street on which they front. That such legislation is more than justifiable is amply demonstrated by the terms of the Glasgow Buildings Regulation Act of 1900, quoted by our evening contemporary, which provides that after a lapse of two years all dwelling-houses which do not have a space in front equal to three-quarters the height of the building may be absolutely closed to human habitation. It is just such legislation as this which is required in this Colony, for many buildings have been erected to the most excessive heights in relation to the open space adjoining them, and the only remedy appears to be to prohibit by law such houses as dwellings until such alterations have been made as will reduce their height to within more reasonable limits. We trust that H.E. the Governor, in harmony with his Report, will promptly move the deletion of the passage which was objected to by the Medical Officer of Health and the Principal Civil Medical Officer, and that at least one of the Unofficial Members of Council will ask that any contemplated legislation dealing with the excessive height of buildings shall be modelled on the Glasgow Act already quoted.

It is notified in the Gazette that Mr. C. Ford resumed his duties as Superintendent of the Botanical and Afforestation Department on the 26th ult.

The drawing for the subscription griffin, which arrived by the H.A.L. steamer *Banbury* on the 3rd inst., will take place at Kennedy's Salutes, Causeway Bay, at 5 p.m. to-day.

It is reported that the steamer *Yik Sang* (Captain McElroy), belonging to Messrs. Jardine, Matheson & Company, is badly ashore to the south of Shanghai. We were unable yesterday to confirm the report.

A fair muster attended the march-out of the Volunteer Corps on Saturday afternoon. The men were taken to the polo-ground at Causeway Bay and drilled, afterwards marching back to Headquarters and dispersing.

In the Union Church yesterday morning the Rev. G. J. Williams referred sympathetically from the pulpit, in the course of his sermon, to the death of Mr. R. Cooke, late assistant manager of the Hongkong and Whampoa Dock Company. Mr. Cooke was a very old and much esteemed member of the Union Church.

The new "first-class" public rinkings, of which we have heard so much and until last week seen so little, are already being used to convey coolies in. What is the point of calling the vehicles first-class utterly passes comprehension. One of Hongkong such an absurdity could hardly be perpetrated; but this is Hongkong.

John Gardner, formerly employed in the Naval Yard Police, was found dead at the bottom of the deep nullah behind Murray Barracks on Saturday morning. The deceased had for some time been out of employment. He was last seen on Friday night at the Murray Barracks mess, and it is presumed that while walking on the road above the nullah in the dark, he either lost his footing or overbalanced himself and fell down, fracturing his skull.

Shortly after half-past seven o'clock yesterday evening fire broke out in a money-changer's shop in Queen's Road opposite the Central Market. The Fire Brigade was successful in extinguishing the flames before serious damage was done. Full particulars were not obtainable before going to press. At 7.55 p.m. a telephonic message was received at the Central Police Station that a fire was in progress in Shaukiwan west, and the available members of the Fire Brigade were despatched thither with all possible speed.

A notification is published in the Gazette that the following committee has been appointed by the Governor in Council to look after the Queen's Recreation Ground and to draw up regulations for its management:—Director of Public Works (Chairman), Commander Orpen R.N. (Naval representative), Captain C. E. Bancroft, R.V.F. (Military), Captain W. Loring, R.A. (Polo Club), Hon. J. Thurburn (Golf Club), Frank Brown, Esq. (Football Club), E. A. Ram, Esq. (Cricket Club), H. Pinckney, Esq. (Hockey Club), T. F. Hough, Esq. (Jockey Club), and W. Armstrong, Esq. (Victoria Recreation Club).

The name of Sai Wo Liao has been changed to Lai On Liao.

M. A. P. Marty has been recognised as Spanish Vice-Consul at Hongkong.

There are six a-side football matches every day this week excepting Saturday.

H.R.H. Prince Abhakara has been appointed second in command of the Siamese Navy Department.

A cherished landmark, in the shape of the piles near Murray Pier, will soon be lost to the Colony, as tenders are invited for their removal.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—J. Pitt, \$10.

H.M.S. *Abdon*, Captain W. W. Hewitt, left for Amoy on Saturday afternoon. The ship will probably be away for several weeks. H.M.S. *Arcturion* arrived on Saturday morning from Shanghai.

Mr. H. Blais, for the past five years at the head of the Siamese Forest Service, has returned to Burma, and will be in charge of the Southern Circle, Upper Burma.

The Commodore has received from Vice-Admiral Sir Cyrrian Bridge the following telegram:—"The Tsungning Crossing entrance to the Yangtze is reported to be unsafe for all vessels."

The *Kobe Chronicle* writes of the "renewed outbreak (of plague) at Hongkong." This is, to say the least, misleading. Even sporadic cases are rare; there has been but one since on the 30th ult., and only five in the previous fortnight.

The body of Prince Henri d'Orleans has arrived at Marseilles, a Paris telegram of the 28th ult. reports. It was carried to the railway station in the presence of the family, a number of friends, and a large crowd. Prince Henri was buried at Dreux.

A decree has been issued by M. Doumer, Governor-General of Indo-China, exempting the residents of Laos from service under the flag. The residents of the territories under Tonkin jurisdiction situated to the north-west of Clebo, and those of the posts on the Riviere Noire, are also exempted.

Messrs. Erich Georg & Co. say in their share list, dated Saturday, 5th October:—"Our market, during the week under review, has ruled strong. The September Settlements passed off well, and immediately afterwards a fair demand for several good stocks sprang up, resulting in business at gradually improving rates."

On the 28th ult. at Shanghai a cricket match, England v. Scotland, was played, resulting in an easy victory for the former. Scotland went in first and only made 86, the bowling of Mann and G. F. Lanning proving too much for them. England, on the other hand, made 183 for 4 wickets, A. E. Lanning running up 68 not out, and F. W. Potter 50.

The Kobe Chamber of Commerce is credited with a curious proceeding. It has arranged to set up boxes at important places in the city to receive memorials from any person on commercial matters, with a view to improving business. Six boxes will be set up in all, and they are now being made. The saving in stamps will, of course, be large.

The N.C. Daily News hears on good authority that the sale by the Chinese to Russia of the *Haihsen, Hailuon* and *Haiyang*, the three cruisers built at the Vulcan Yard, Station, and of two torpedo-boats has been concluded. The price paid for the five vessels is \$5,000,000, which is certainly a good bargain, as the three cruisers alone recently cost China six and a-half million dollars.

As the Korean Government has adhered to the idea of getting rid of Mr. McLeavy Brown, he has not been received in audience by the Emperor for eight months. Lately, however, according to Japanese reports, the feeling of the Emperor and the Government appears to have softened towards the Commissioner of Customs, as he was received in audience by the Emperor toward the end of last month. It is hoped that hereafter the relations between England and Korea will be more friendly.

The following are the aggregate scores of competitors and the grand total in the Imperial Rifle Match on Saturday afternoon in connection with the Hongkong Rifle Association:—

Mr. Marshall... 100
Wake... 100
Baldwin... 99
McLennan... 98
Edgson... 96
Wallace... 95
Cross... 95
McDermott... 92
Stewart... 87
McKenzie... 81

Total... 943

Much excitement is reported from Peking, says the N.C. Daily News, amongst the official classes in that city, who have made the capital their temporary home to await appointment from the Board of Civil Appointments whenever a vacancy occurs in the provinces, amongst what are termed "local authorities," i.e., prefects, sub-prefects, department and district magistrates. The cause of all this excitement is the report that the Board of Government Affairs (Cheng Wu-chu) has decided that in future all vacancies in the provinces shall be filled by the respective Viceroys or Governors, who shall select the persons best fitted for such posts from amongst their subordinates, and not at the will of the Board of Civil Appointments, whose members naturally do not know the condition of local affairs in the provinces.

On the occasion of the King of Siam's birthday, the 21st ult., the consular body at Bangkok presented His Majesty with a congratulatory address and were received at dinner by H.R.H. Prince Dewawongse, Minister of Foreign Affairs.

Cases of beri-beri have been brought to the London Docks, and have received treatment at the Seamen's Hospital, next door to which the London School of Tropical Diseases has its headquarters. Dr. Louis Samborn, of the School, will proceed this winter to Christmas Island to investigate this disease, which has just broken out there.

We have received a copy of the new Pekingese journal in colloquial, the starting of which we reported recently. The enterprise is one which may ultimately have much to do with the evolution of China. The paper is entitled the *King Hui Po*, and the managers state, is to appear every ten days. The dialect used is the plainest Peking Mandarin, as spoken in the capital and in all official departments, the object being that it may be read by all classes of Chinese, the less educated as well as the better. It will also be found useful to the European students of Peking colloquial, as the editor has taken pains to avoid all technicalities of language.

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Mr. James Galloway Weir, M.P., arrived on the 23rd ult. in Yokohama by the *Empress of China*, accompanied by Mrs. Weir, Mrs. McDonald, M.D., and her husband, Dr. McDonald. Mr. Weir is the Radical member for Ross and Cromartyshire, in the House of Commons, having represented that constituency since 1892. He has also represented East Tillingham, on the London County Council, and was formerly a member of the Scottish Corporation. He is now on a tour round the world. Mr. James Caldwell, M.P., for Mid-Lanarkshire, Scotland, accompanied by Miss Caldwell, was also among the passengers on the *Empress* liner. Mr. Caldwell has been a Radical in politics since 1854. In 1895 he defeated Mr. C. K. Mackenzie, Conservative, by the narrow majority of 71 in a poll of over 8,000 voters. Mr. Caldwell is a member of the General Council of the Glasgow University, and formerly represented the St. Rollox Division of Glasgow in the House of Commons.

The Moscow correspondent of the *Times* writes of the recent Tibetan Mission to Russia:—"After their reception by the Tsar at Peterhof, a few days were spent in seeing the sights of the northern capital, and the mission departed for Moscow, where all trace of it was lost. I now hear that the entire mission left here by the Siberian express, and was supposed to be bound for Irkutsk. If, however, I am correctly informed, the Tibetans left the train at the station of Oh, whence they took boat up the Ob River, presumably with the intention of traversing Mongolia, and so reaching their homes. The territory to be crossed before reaching Tibet is not such as could be easily traversed except by a properly-equipped expedition, and we know that the Tibetans arrived in Russia so ill-attended that they were practically without any sort of wardrobe, and had garments made for them in imitation of their national dress at St. Petersburg. It is thus obvious that they were in no condition to undertake such an arduous journey unassisted. There can be little doubt, in the circumstances, that the members of the mission have been escorted home through Mongolia, by way of the Semipalatinsk and Semirechensk territories, by an adequate Russian force, and, if former precedent in Central Asia be followed, that force will consist of large proportion of trained intelligence officers serving nominally in the ranks. It is not unlikely that we shall shortly hear of Russia's having solved the problem of exploration in Tibet, and we may be sure it will be done with her usual thoroughness in cases where she has definite designs for the future to work out."

THE KWANGTUNG REBELS.

ANOTHER MISSION STATION BURNED.

The Triad rebels in the Kwangtung province are still active. On Saturday a letter was received at the German Base Mission, Bonham Road, from Mr. Schultz, the head of the mission station at Kiating-chow, stating that an out-station at Shik-ma, in the Hsiang ning district, had been burnt down. The station was a small one, and was occupied by a native preacher only, who succeeded in making his escape. At Shik-ma the rebels previously met and defeated a body of Chinese militia. Mr. Schultz also stated in his letter, which is dated 1st October, that the rebels were gathering in force at Tai-peng and threatening Kiating-chow. The population were in a panic, and preparing for a general flight. Marchant's had piled their wares in boats ready to depart on the first sign of the approach of the rebels. The magistrate at Kiating-chow, a "show" man, and a sub-prefect from Chihli, who has only been two months in office, has adopted a passive attitude in the matter, and is said to be doing absolutely nothing to get the town against the rebels, with whom he is believed to be secretly in sympathy.

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The Triad rebels in the Kwangtung province are still active. On Saturday a letter was received at the German Base Mission, Bonham Road, from Mr. Schultz, the head of the mission station at Kiating-chow, stating that an out-station at Shik-ma, in the Hsiang ning district, had been burnt down. The station was a small one, and was occupied by a native preacher only, who succeeded in making his escape. At Shik-ma the rebels previously met and defeated a body of Chinese militia. Mr. Schultz also stated in his letter, which is dated 1st October, that the rebels were gathering in force at Tai-peng and threatening Kiating-chow. The population were in a panic, and preparing for a general flight. Marchant's had piled their wares in boats ready to depart on the first sign of the approach of the rebels. The magistrate at Kiating-chow, a "show" man, and a sub-prefect from Chihli, who has only been two months in office, has adopted a passive attitude in the matter, and is said to be doing absolutely nothing to get the town against the rebels, with whom he is believed to be secretly in sympathy.

On the 21st ult., the consular body at Bangkok presented His Majesty with a congratulatory address and were received at dinner by H.R.H. Prince Dewawongse, Minister of Foreign Affairs.

Cases of beri-beri have been brought to the London Docks, and have received treatment at the Seamen's Hospital, next door to which the London School of Tropical Diseases has its headquarters. Dr. Louis Samborn, of the School, will proceed this winter to Christmas Island to investigate this disease, which has just broken out there.

We have received a copy of the new Pekingese journal in colloquial, the starting of which we reported recently. The enterprise is one which may ultimately have much to do with the evolution of China. The paper is entitled the *King Hui Po*, and the managers state, is to appear every ten days. The dialect used is the plainest Peking Mandarin, as spoken in the capital and in all official departments, the object being that it may be read by all classes of Chinese, the less educated as well as the better. It will also be found useful to the European students of Peking colloquial, as the editor has taken pains to avoid all technicalities of language.

The Jesuit Mission in Shanghai has sustained a great loss in the death of the Rev. Father Henry Havret, who passed away on the 20th ult. at Siewai. Born in France on the 15th November, 1848, the deceased went to the Kiangnan Mission in 1874 and soon became proficient as a Chinese scholar. Father Havret occupied also a prominent part in the government of the Mission. From 1894 to 1898 he was rector of Siewai. His health then failed, and he returned to France for a short stay of two years. In spite of the fact that he never recovered health he asked permission to go back once again to China, and returned on the 23rd November, 1900. Labouring at his various publications, he literally laid down the pen in harness.

Mr. James Galloway Weir, M.P., arrived on the 23rd ult. in Yokohama by the *Empress of China*, accompanied by Mrs. Weir, Mrs. McDonald, M.D., and her husband, Dr. McDonald. Mr. Weir is the Radical member for Ross and Cromartyshire, in the House of Commons, having represented that constituency since 1892. He has also represented East Tillingham, on the London County Council, and was formerly a member of the Scottish Corporation. He is now on a tour round the world. Mr. James Caldwell, M.P., for Mid-Lanarkshire, Scotland, accompanied by Miss Caldwell, was also among the passengers on the *Empress* liner. Mr. Caldwell has been a Radical in politics since 1854. In 1895 he defeated Mr. C. K. Mackenzie, Conservative, by the narrow majority of 71 in a poll of over 8,000 voters. Mr. Caldwell is a member of the General Council of the Glasgow University, and formerly represented the St. Rollox Division of Glasgow in the House of Commons.

The Moscow correspondent of the *Times* writes of the recent Tibetan Mission to Russia:—"After their reception by the Tsar at Peterhof, a few days were spent in seeing the sights of the northern capital, and the mission departed for Moscow, where all trace of it was lost. I now hear that the entire mission left here by the Siberian express, and was supposed to be bound for Irkutsk. If, however, I am correctly informed, the Tibetans left the train at the station of Oh, whence they took boat up the Ob River, presumably with the intention of traversing Mongolia, and so reaching their homes. The territory to be crossed before reaching Tibet is not such as could be easily traversed except by a properly-equipped expedition, and we know that the Tibetans arrived in Russia so ill-attended that they were practically without any sort of wardrobe, and had garments made for them in imitation of their national dress at St. Petersburg. It is thus obvious that they were in no condition to undertake such an arduous journey unassisted. There can be little doubt, in the circumstances, that the members of the mission have been escorted home through Mongolia, by way of the Semipalatinsk and Semirechensk territories, by an adequate Russian force, and, if former precedent in Central Asia be followed, that force will consist of large proportion of trained intelligence officers serving nominally in the ranks. It is not unlikely that we shall shortly hear of Russia's having solved the problem of exploration in Tibet, and we may be sure it will be done with her usual thoroughness in cases where she has definite designs for the future to work out."

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NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

THE SUBSCRIPTION GRIFFINS that arrived per s.s. *Bamberg* from Singapore will be drawn for TO DAY (MONDAY), the 7th instant, at KENNEDY'S CAUSEWAY, BAY STABLES, at 5 P.M.
All Subscribers are requested to be present.
By Order—
T. F. HOUGH,
Clerk of the Course.
Hongkong, 7th October, 1901. [2553]

FOR SALE.

A FINE PROPERTY, in the PRACA DE LUZ DE CAMOES, Nos. 5 and 7, with GARDEN.
Apply to—
LOURENCO MARQUES,
Nos. 3 & 4, Praga, de Luz de Camoos, Macao, 7th October, 1901. [2554]

AU BON MARCHE.

LADIES' and CHILDREN'S TAILORS and DRESSMAKERS, Undertakers also Gentlemen's Underwear and Household Needlework at Moderate Prices.
No. 9A, CAINE ROAD.
Hongkong, 7th October, 1901. [2556]

TO LET.

ROOMS suitable for OFFICES, a few minutes walk from the Supreme Court.
Apply to—
C.
Care of Daily Press Office.
Hongkong, 7th October, 1901. [2555]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAICHUNG,"
Captain Davis, will be despatched for the above ports TO-MORROW, the 8th inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS STEAMSHIP CO.,
General Managers.
Hongkong, 6th October, 1901. [2552]

THE OSAKA SHOSSEN KAISHA, LIMITED.
FOR TAMSUI VIA SWATOW AND AMOY.
THE Company's Steamship

"DALIN MARU,"
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 13th inst.
For Freight or Passage, apply to
THE MITSUI O.S.S. KAISHA,
Agents.
Hongkong, 7th October, 1901. [17]

THE HONGKONG WEEKLY PRESS is now ready and contains—
Leading Articles—
H.E. the Governor on Hongkong's Position.
The Census.
Japan's Progress.
Fresh Missionary Troubles.
French Activity in South China.
Possibilities of Indo-China.
Occupations in Hongkong.
The Crisis: Telegrams.
Legislative Council.
Sanitary Board.
Triad Rebels in Kwangtung.
Census Returns for the Colony.
The Evacuation of Peking.
Musical Notes.
Dinner at the Club Luncheon.
Engineers' Concert.
Professional Supervision of Building Works in Hongkong.
Methods of Dealing with Plague.
Swatow.
Tontin Notes.
Sandakan Notes.
Northern Notes.
Correspondence.
Douglas Steamship Co. Ltd.
Great Eastern and Caledonian Gold Mining Co. Ltd. (in liquidation).
Canton Insurance Office, Ltd.
Yokohama Specie Bank, Ltd.
Supreme Court.
Points for the Jockey Club.
Sporting and Other Notes.
Third Gymkhana Meeting.
Cricket.
Football.
The Chinese Import Duties.
Finances of the Straits Settlements.
Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance, postage, \$2.
Extra copies 30 cents each (cash).
Copies can be posted from the Office to addresses sent; including postage, 34 cents each, or \$1 for three copies (cash).
Hongkong, 5th October, 1901.

NOTICE.

A DINNER will be given to the Members of the Straits and Shanghai Cricket Teams during the week ending 16th November, at the City Hall.
Subscription \$10.
Lists for Subscription will be exhibited at the Hongkong Club and the Cricket Club, or Names may be sent in to the undersigned.
E. GUMPERT,
Care of Messrs. Caldwell, Macgregor & Co.
Hongkong, 23rd September, 1901. [2410]

C. E. WARREN,
BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED and FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Price on Application. [2489]

NOTICE.

THE Undersigned will not be RESPONSIBLE for any DEBTS contracted by his wife, PALMYRA, GUSTIA TERCIO DA SILVA, and every person is hereby prohibited from giving her any Credit.
JOSE DA SILVA BARROS,
Hongkong, 3rd October, 1901. [2540]

NOTICE.

THE Undersigned carry in Stock an assortment of TOBACCO, CIGARETTES, and GIGARETTES from the "GEMINIA" FACTORY of Manila, for which they are Sole Agents in Hongkong.
Stock of specially selected quality. A trial solicited. Special Terms to Exporters.
T. M. STEVENS & CO.,
1, Duddell Street.
Hongkong, 2nd August, 1901. [193]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONDEMNED, TO DAY (MONDAY), the 7th OCTOBER, at 3 P.M., at QUEEN'S STATUE WHARF, THE "MYTH".
A 40 feet Chinese Built and Rigged Two Masted BOAT or JUNK, Cabin, Coppered Bottom, Fast Sailer and Very Suitable for Pleasure Excursions. With All GEAR and 16 Feet DINGEY. Can be Inspected by Arrangement with the Undersigned from Friday, 4th October.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 2nd October, 1901. [2511]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on THURSDAY, the 10th OCTOBER, 1901, at 11 A.M., On Board, The British Ship "CELESTE BURELL," (Reg. tons 1,764, carrying capacity 2,908 Tons dead weight), now lying at anchor near Stonecutters Island.
The HULL and SPARS with 1 ANCHOR and CHAIN in ONE Lot, the SAILS, GEAR, TACKLE and remaining APPURTENANCES in separate Lots.
A Launch with two Blake Piers at 10.30 a.m. to convey intending purchasers.
Terms:—Cash on delivery. All Lots to be at purchaser's risk on day of hammer.
GEO. P. LAMMERT,
Auctioneer.
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Hongkong, 3rd October, 1901. [2519]

TO LET.

TO LET.

THE "STILLINGFLEET," Peak Road, 6 ROOMED HOUSE.
Apply to—
ARRATTON V. APCAR & CO.,
45, Wyndham Street
Hongkong, 4th October, 1901. [2537]

TO LET.

12 EUROPEAN HOUSES, Nos. 14, 16, 22, 26, 28, 30, 34, 36, 38, 42, 44, and 46, LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,
No. 8, Queen's Road West.
Hongkong, 5th October, 1901. [2548]

TO LET SHORTLY.

HOUSES (now in course of erection and nearing completion) in a first-class business locality, DES VEAUX ROAD CENTRAL, next to A Tack's Furniture Store.
Ground Floors suitable for Shops. Upper Floors have plastered ceilings and walls, and are very suitable for Offices.
Apply to—
J. S. LEE & CO.,
Care of WING CHEONG TAI,
240, Des Vaux Road West.
Hongkong, 5th October, 1901. [2550]

TO LET.

"FERNSIDE," No. 37, ROBINSON ROAD.
Apply to—
S. A. RAMJAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [1937]

TO LET.

AT THE PEAK, from 31st October, a Large FURNISHED HOUSE.
OFFICES and ROOMS on 1st and 2nd Floors. Descent to the Peak.
For Particulars, apply to—
TURNER & CO.,
Hongkong, 2nd October, 1901. [2508]

TO LET.

A WELL-FURNISHED ROOM with BATH and BOARD. Appointments First-class. House well located.
Apply to—
"HAMMOND,"
Care of Daily Press Office.
Hongkong, 28th September, 1901. [2459]

TO LET.

A HOUSE in RIFON TERRACE.
Apply to—
"THE RETREAT," Mount KELLETT.
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,
Hongkong, 13th July, 1901. [166]

TO LET.

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TELEGRAMS: "CARMICHAEL," HONGKONG.
A.B.C. Code, 4th Edition.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 21st June, 1901.

1554

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LOVE, COURTSHIP, AND
MARRIAGE.BY
THE REV. E. J. HARDY
(Author of "How to be Happy Though Married," &c.).

VIII.

MARRIED YET IN LOVE.

It has been said that marriage is the door that leads deluded mortals back to earth, but this is by no means always the case. Certainly love may end with the honeymoon if people marry to gratify a "gunpowder passion" or for the sake of mere outward beauty, which is like a glass, soon broken. There is a love that is feverish, violent and full of passion; but, having gained its object, its force is soon exhausted. It cannot endure in the hour of trial. If beauty, health and wealth should fail, it would fall. How different is true love! It is sympathetic in every state. The rosy time of courtship is not degraded by its decline. When the flowers begin to fade, and when the winter of life is come it loves its object till life is extinct, and then it longs for reunion in a better world. We are so often assured now-a-days that marriage is a failure that it was quite refreshing to read lately a letter in a newspaper which concluded as follows: "I have gone over the boundary line of fifty, my wife is four years younger, and to-day she is my sweetest heart, my wife, and she tells me I am still her 'king among men'."

We have ourselves known many couples—perhaps, indeed, the majority of those with whom we are acquainted—who might be described negatively as "married, but not unhappy," but here is a man who retains even the enthusiastic feelings of a sweetheart for his wife.

I was told lately by a clergyman that he knew a couple in his parish who were most happy in a marriage that lasted sixty-four years. The man married, when twenty-two, a girl of twenty. People use to wonder which of the two would die first. The woman died aged eighty-four and the man fourteen months afterwards. Talking of their married life he would say: "Me and my missus never argued."

"ALWAYS A LOVER!"

To be polite and pleasant to each other and never to argue is the way husband and wife cause love to survive their marriage. A friend who was with me at an hotel said of a couple who were also staying there:—"I did not know they were married for the lady always conversed with the man and is so polite to him."

A satire on other couples! Shakespeare says that men are "April when they woo, and December when they wed;" but if this be a rule it is one to which there are a great number of exceptions. Not a few women can say of their husbands what the wife of the celebrated actor Garrick said of hers:—"He never was a husband to me; he was always a lover."

Brides and bridegrooms of ten years standing think that those who have been married twenty or thirty years longer than themselves are very pious and unromantic. We would remind those who manifest this newly-married intolerance of what an old minister of the Church of Scotland said to a young Scotch Dissenter who was finding many faults: "When your lum (chimney) has smoked as long as ours, perhaps it will have as much soot." In the Jubilee year of our late Queen two women were heard in a tramcar in Scotland discussing the meaning of the word "Jubilee." One did not know the meaning of it. The other thought that she did, and gave the following explanation:—"Twenty-five years marrit's a silver waddin', an' fifty years marrit's a golden waddin', an' the Jubilee's when the man dees." Even when the man does not die there are many jubilant marriages in which the couples remain sweethearts until death separates them as far as at least as this world is concerned. "There is real love just as there are real ghosts. Every person speaks of it; few persons have seen it." This cynical remark of Rochefoucauld is certainly not true in reference to love before marriage, and the existence of love after it rests on far better evidence than the existence of ghosts. I have never seen a ghost, but I have often and often seen love surviving matrimony, growing stronger and truer as the years passed on instead of fading away. I have seen many a husband-lover and sweetheart-wife.

Old Robert Burton relates several cases of more than lover's love existing between husband and wife. He tells us of women who died to save their husbands, and of a man who, when his wife was carried away by Mauritanian pirates, became a galley-slave in order to be near her. Of a certain Rubensius Celar he says that he "would needs have it engraven on his tomb that he had led his life with Ennea, his dear wife, forty-three years eight months, and never fell out." With this compare a wish of a more modern husband. Wordsworth, Bishop of Lincoln, used laughingly to say that he wished it put on their tombstone that he and his wife had never been reconciled. They never had a falling out and their married life has been described as being "as near perfection as anything this side of Eden could be." Speaking of his marriage, Baxter said, "We lived in inviolated love and mutual complacency; sensible of the benefit of mutual help, nearly nineteen years."

Bishop Hall "enjoyed the company" of his helpmate for the space of forty-nine years. Yes, "enjoyed" is just the word that expresses the comfort in each other's society that is felt by many couples who have lived half or more than half of their lives together.

FRANKLIN'S "THREE FAITHFUL FRIENDS." Benjamin Franklin experienced the truth of his famous proverb. "There are three faithful friends, an old wife, an old dog, and ready money. After a married life of forty years, he said, "We throve together and ever endeavored to make each other happy."

Poets are an irritable race, but some of them have made good and loving husbands. "And what did you see?" one was asked who had been into the Lazo County and had gone to Wordsworth's home. "I saw the old man," he said, "walking in the garden with his wife."

They were both quite old, and he was almost blind, but they seemed like sweethearts courting; they were so tender to each other and attentive." So, too, Miss Martineau, who was a near neighbour, tells us how the old wife would miss her husband, and trot out to find him asleep, perhaps in the sun, run for his hat, tend him, and watch over him till he awoke.

A friend was talking to Wordsworth of De Quincey's articles about him. Wordsworth begged him to stop; he had not read them, and did not wish to ruffle himself about them. "Well," said the friend, "I'll tell you only one thing he says, and then we'll talk of other things. He says your wife is too good for you." The old poet's dim eyes lighted up, and he started from his chair, crying with enthusiasm: "And that's true!" There he's right!" his disgust and contempt visibly moderating. The poets Thomas Moore and Thomas Hood were happy though married. It is true that the enemies of the former said that of his wife, but this was a calumny. Whatever amusement he might find in the grand Society in which he mixed, he always returned to his wife "his Bessie" and children with a fresh feeling of delight.

Many wives deserve but few receive such an L.O.U. as that which the grateful humourist Hood gave to his wife in one of his letters (when absent from her side). "I never was anything, Dearest, till I knew you, and I have been a better, happier, and more prosperous man ever since. Lay by that truth in lavender, sweetest, and remind me of it when I fail. I am writing warmly and soundly, but not without good cause. . . . Perhaps there is an after-thought that, whatever may befall me, the wife of my bosom may have the acknowledgment of her tenderness, worth, excellence—all that is wisely or womanly—from my pen."

Referring to the obscurity of much of Browning's poetry, Wordsworth said, when he heard that the poet was going to marry the poetess, Barrett: "I hope they'll understand one another." Certainly Mrs. Browning did think that she understood her husband, for she wrote to a friend: "Nobody exactly understands him except me, who am in the inside of him and hear him breathe." If it is a risk to marry a poet it seemed to Miss Barrett's friends a doubling of this risk for two of the irritable professions to wed. Contrary to the expectations of all, the result was exceptional happiness. Mrs. Kemble who saw a great deal of the Brownings at Rome, remarked that Mr. Browning was the only man she had ever known who behaved like a Christian to his wife.

SOUTHEY'S LOVE OF HOME.

If Mrs. Kemble had known Southey she would have known another Christian husband: this is what Charlotte Bronte wrote of him in a letter to a friend, a Mr. W. S. Williams. "Some people assert that genius is inconsistent with domestic happiness, and yet Southey was happy at home, and made his home happy; he not only loved his wife and children though he was a poet, but he loved them the better because he was a poet. . . . He found his prime glory in his genius, and his chief felicity in home affections. Nobody could have appreciated a home more than did Southey. He would say, 'Oh dear, oh dear! there is such a comfort in one's old coat and old shoes, one's own chair and one's own fire-side, one's own writing-desk and own library—with a little girl climbing up to my neck and saying: "Don't go to London, papa: you must stay with Edith!" and a little boy whom I taught to speak the language of cats, dogs, cuckoos, etc., before he could articulate a word of his own. There is such a comfort in all those things, that transportation to London for four or five weeks seem a heavier punishment than any sins of mine deserve.'"

Mrs. Alexander, wife of the Primate of Ireland, was the writer of hymns that are everywhere sung by children. Her husband also writes poetry, but perhaps the sympathetic life they lived together until she was taken from him was the best poem which either of them produced. The famous Bishop Wilberforce, among others, considered them an ideal couple. They were real chums, if it be not audacious to speak in this way of an Archbishop and his wife. Dr. Arnold often dwelt upon "the rare, the unbroken, the almost awful happiness" of his domestic life, and carried the first feelings of enthusiastic love and watchful care through twenty-two years of wedded life.

The great orator, Edmund Burke, and his wife were a sweetheart couple. He used to say that every care vanished the moment he entered under his own roof, so tender, sympathetic, and serviceable was his wife. Unlike many husbands who he deserved to have this domestic bliss. One who knew him said, "In the House of Commons only the fiercer peculiarities of his character were seen, while at home he seemed the mildest and kindest, as well as one of the best and greatest of human beings. He poured forth the rich treasures of his mind with the most prodigal bounty. At breakfast and dinner his gaiety, wit, and pleasantry enlivened the board, and diffused cheerfulness and happiness all round."

"Out of the strong came forth sweetness, might be said of many famous soldiers. That Lord Lawrence, of Indian fame, enjoyed an earthly paradise in his home may be seen by the following anecdote. His lordship was sitting in his drawing-room at Southgate, with his sister and others of the family, all engaged in reading. Looking up from his book, in which he had been engrossed, he discovered that his wife had left the room. "Where's my mother?" said he to one of his daughters.

"She's upstairs," replied the girl. He returned to his book, and looking up again, a few minutes later, put the same question to his daughter, and received the same answer. Once more he returned to his reading; once more he looked up with the same question on his lips. His sister broke in—"Why, really, John, it would seem as if you could not get on five minutes without your wife." "That's why I married her," he replied. To this admirable woman Lawrence whispered, with his dying breath, "To the last gasp, my darling!"

SOME SCIENTISTS' MARRIAGES.
The contemplation of nature's calm and

orderly working has a soothing influence upon her students, and perhaps this is why so many celebrated scientific men have been good husbands. After twenty-eight years' experience, Faraday spoke of his marriage as an event which, more than any other, had contributed to his earthly happiness and healthy state of mind. Forty-six years the union continued unbroken; the love of the old man remaining as fresh, as earnest, and as whole-hearted as in the days of adolescence. James Nasmyth, the inventor of the steam-hammer, had a similar happy experience. "Forty-two years of married life finds us the same devoted 'cronies' that we were at the beginning." This shows that he did not put his wife under the steam-hammer or nag at her, which would have been nearly as bad.

Much of what we know about the queen bee and the other bees was found out by a man living in Geneva, called Huber, and yet he was blind and only saw through the eyes of Aimee, his wife. She observed the bees and told him about them. Her friends said to her—"Do not marry Francis Huber; he has become blind," but she replied, "He therefore needs me more than ever now." No wonder that Huber thus spoke of her in old age: "Aimee will never be old to me. To me she is still the fair young girl I saw when I had eyes to see, and who afterwards, in her gentleness, gave the blind student her life and her love." Considering how weak the health of Charles Darwin was, he would probably never have been able to make his fruitful discoveries, if he had not had a wife and children who saved him from trouble, and gave to him the leisure of a very happy home. And yet there is sometimes need of patience and good-temper on both sides of a scientific household. The wife of the late Professor Agassiz was one morning putting on her stockings and boots. A little scream attracted the Professor's attention. Not having risen, he leaned forward on his elbow, and anxiously inquired what was the matter. "Why, a little snake has just crawled out of my boot!" cried she. "Only one, my dear?" interrogated the Professor, calmly lying down again, "there should have been three." He had put them there to keep them warm. A monster lobster was once forwarded to the house of the celebrated naturalist, Frank Buckland, while he was away inspecting salmon rivers. Mrs. Buckland, not wishing this fine lobster to become stale, invited a few friends to supper and the beautiful specimen was disposed of. On Buckland's return he enquired for the lobster, a letter having been forwarded to him, requesting that the shell might be carefully prepared and saved. His dismay may be imagined upon hearing of the lobster's fate. Laughing heartily, however, he had the dust-

heap searched and every fragment of the lobster's shell carefully collected: these he very cleverly put together, and produced a fair model of an almost unique specimen. It accords with the fitness of things when great musicians live harmoniously with their life partners. We like to know that Weber called his home his "sweet nest," that Donizetti and his wife "loved as a pair of lovers." After Schumann and his wife were married eight or on years they would sit down to the piano side by side and perform piece after piece, together, she playing the treble with her right hand, he the bass with his left. Often their disengaged arms were looked round one another's waists in an embrace of mutual affection. For many years after her husband's death Madame Schumann interpreted his music to the public as only she could. Before doing so she used to read over some of the old love letters that he wrote to her during the days of their courtship, so that, as she said, she might be "better able to do justice to her interpretation of the spirit of his work." Another case of love not being "made a vague regret," of souls dreaming of heaven, and not being mistaken, is furnished by the marriage of the mother of the beautiful Duchess of Devonshire who thus wrote to David Garrick: "It will tomorrow be one and twenty years since Lord Spencer married me, and I verily believe that we have neither of us repented of our lot from that time to this."

Hundreds of other cases of love surviving matrimony might be cited, but we think we have given sufficient proof that there is such a thing.

[THE END.]

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NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-EIGHTH ORDINARY YEARLY MEETING OF THE SOCIETY will be held at its HEAD OFFICE, No. 1, QUEEN'S BUILDINGS, HONGKONG, on THURSDAY, the 14th October, 1901, at NOON, for the purpose of receiving the Report of the Directors together with Statements of Account for the Year 1900 and for the Half-year ending the 30th June, 1901, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 3rd to the 17th instant, both days inclusive.

By Order of the Board.

W. J. SAUNDERS,

Secretary.

Hongkong, 20th September, 1901. [2387]

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Hongkong, 26th September, 1901. [2445]

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Hongkong, 1st August, 1901.

[1931]

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2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
GONDON, &c. via Ports of Call.	PALAWAN	Brit. str.	2 m.	J. Chellian, R.N.E.	P. & O. S. N. Co.	On 12th inst. at Noon.
LONDON	BYTERFIELD & SWIRE	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
LONDON	CANTON	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
LONDON	NESTOR	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
LONDON	MACHON	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
LIVERPOOL DIRECT	UNYSSER	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
LIVERPOOL DIRECT	HAMBURG	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
BRISBANE, via Ports of Call.	NATAL	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
MARSEILLES, &c. via Ports of Call.	HAKATA MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
MARSEILLES, &c. via Ports of Call.	KOROSBERG	Ger. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
HAVRE & HAMBURG	BANBERG	Ger. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
HAVRE & HAMBURG	SEGOTIA	Ger. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
HAVRE & HAMBURG	MARBURG	Ger. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
TRIESTE via SINGAPORE, &c.	STATE OF MAINE	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
NEW YORK via SUEZ CANAL	SAISUMA	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
NEW YORK via SUEZ CANAL	ADANA	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
VANCOUVER via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
VANCOUVER via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	QUEEN ADELAIDE	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KINSHU MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
PORTLAND (OR.) via SHANGHAI, &c.	INDRAPURA	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
SAN FRANCISCO via MOJI	ALGOA	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
SAN FRANCISCO via AMOI, SHANGHAI, &c.	KOSHIKAWA MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
SAN DIEGO, &c. via MOJI, &c.	SEATON	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
YOKOHAMA & KOBE	BANBERG	Ger. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
YOKOHAMA & KOBE	JAPAN	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
YOKOHAMA & KOBE	SHINANO MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
NAGASAKI & YOKOHAMA	DAIJI MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
MOJI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
TIEN-TSIN	CHIN-KANG	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
CHEFOO & NEWCHANG	SALAZAR	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	COMORANDEI	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
SHANGHAI	MAIDZURU MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
ANPING, SWATOW & AMOI	ANPING MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
POOCHOW, SWATOW & AMOI	DAIJI MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
TAMU, SWATOW & AMOI	HAICHING	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
SWATOW, AMOI & POOCHOW	ESMERALDA	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
MANILA	YUNESANG	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
MANILA	CHINGTU	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
IOLOI & CEBU	KATONG	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	KUMANG	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
SINGAPORE & BOMBAY	TIEN-TSIN	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
BOMBAY via SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.
BOMBAY via SINGAPORE & PENANG	BORNIADA	Ital. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 15th inst. at Noon.

SHIPPING.

ARRIVALS.
Oct. 5, ARETHUSA, British cruiser, 4,200, J. Startin, Shanghai 2nd October.
Oct. 5, BORNIADA, Italian str., 1,490, D. Costa, Bombay 17th Sept. and Singapore 20th, General—CARLOWITZ & CO.
Oct. 5, CHINGTU, British str., 2,200, C. Leand, brough, Moji 30th Sept. General—BUTTERFIELD & SWIRE.
Oct. 5, ESMERALDA, British str., 1,000, J. McGinty, Manila 2nd October, General—SHEWAN, TOMES & CO.
Oct. 5, GLENVALE, British str., 2,241, T. Darke, R.N.E., Shanghai, Japan and Amoy 4th Oct., Tea and Wool—McGREGOR, BROS. & GOW.
Oct. 5, HAICHING, British str., 1,270, Davis, Swatow 4th October, General—DOUGLAS LARPAIK & CO.
Oct. 5, HAKATA MARU, Japanese str., 783, H. Barthel, Hainan 1st Oct. and Hainan 4th, General—DOUGLAS LARPAIK & CO.
Oct. 5, HERMES, Norw. str., 841, A. Knudsen, Fremantle 18th Sept., Timber—SANDER, WIEBER & CO.
Oct. 5, JACOB DIEDERICHSEN, German str., 323, Schalkier, Hainan 1st Oct. and Hainan 4th, General—A. R. MARY.
Oct. 5, KWANGLOO, British str., 1,167, Lincoln, Shanghai 2nd Oct., General—CHINESE.
Oct. 5, NAGASAKI, British str., 1,032, Finlayson, Canton 5th Oct., General—BUTTERFIELD & SWIRE.
Oct. 5, NASS, British steamer, 1,063, W. Pearl, Moji 29th Sept., Coal—M. B. KAISHA.
Oct. 5, TELEMACUS, British str., 1,340, J. Williamson, Saigon 30th September, Rice—CHINESE.
Oct. 5, YEDO MARU, Japanese str., 1,008, K. Nakagawa, Chefoo 29th Sept., Beans—CHINESE.
Oct. 6, ANPING MARU, Japanese str., 1,053, S. Atsami, Fochow, Amoy and Swatow 5th Oct., General—M. B. KAISHA.
Oct. 6, CANTON, British str., 1,194, Bowker, Canton 6th October, General—JARDINE, MATHESON & CO.
Oct. 6, DAYBREAK, American str., 700, Best, Canton 6th Oct., General—CHINESE.
Oct. 6, KUTSANG, British str., 1,485, T. W. Selby, Saigon 1st Oct., Rice and Rice-flour—JARDINE, MATHESON & CO.
Oct. 6, KWONGSANG, British str., 1,850, T. Arthur, Newchong and Chefoo 30th Sept., General—JARDINE, MATHESON & CO.
Oct. 6, NATAL, French str., 1,084, Bouis, Shanghai 4th Oct., Mails and General—MESSAGERIES MARITIMES.
Oct. 6, OBI, British str., 1,951, R. Pinkham, Moji 30th Sept., Coal—M. B. KAISHA.
Oct. 6, HAS ROWA, British str., 1,851, E. Lukov, Bombay 18th September, Cotton—P. & O. S. N. Co.
Oct. 6, SALAZAR, French str., 2,088, Aubert, Marseilles and Saigon 30th Oct., Mails and General—MESSAGERIES MARITIMES.
Oct. 6, TARTAR, German str., 1,065, Martens, Canton 6th Oct., General—CHINESE.

VESSELS IN DOCK.

LYEEMOON, German str., for Shanghai.
L. SCHEFF, American ship, for New York.
TALKE, German str., for Delhi.
WONGING, British str., for Ningpo.
AUSA CRAT, British str., for Katschin.
DAIJI MARU, Japanese str., for Swatow.
Dr. H. J. Kier, Norwegian str., for Chefoo.
BAMA LUYKEN, German str., for Saigon.
TAICHONG, German str., for Saigon.
ABERDEEN DOCK—Victoria.
KOWLOON DOCK—Canton River, Georges, Peking, Zoro, Skane, Alga, Monterey, Cuba, Porto, H.M.S. Argonaut.
COSMOPOLITAN DOCK—Munich, Chuenyong.

SHIPPING REPORTS.

The British steamer *Kidang*, from Saigon 1st inst., had fine weather with moderate N. to N.W. winds, heavy N.E. swell.
The British steamer *Lehigh*, from Moji 30th September, had variable winds with fine weather and smooth sea throughout.
The British steamer *Hainan*, from Hainan 3rd inst. and Hainan 4th, had light to strong wind from E.N.E. to N. with heavy swell, fine weather and clear sky.
The British steamer *Kwongsang*, from Newchong and Chefoo 30th September, had fine weather, light winds and moderate sea. Friday, October 4th, 3.30 a.m., wind shifted to North, off Tientsin Island increasing to a gale by 8 p.m., high sea running. Saturday, October 5th, wind shifted South by way of East falling high and sea moderate.

VESSELS ON THE BERTH

FOR YOKOHAMA AND KOBE.

THE N.D.L. Steamship

"BAMBERG."

Captain Zurbonsen, will be despatched for the above ports TO-DAY, the 7th inst., at Noon.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office, [2543]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 7th October, 1901, at 1 p.m., the Company's Steamship "NATAL," Captain Bouis, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This steamer connects at COLOMBO with the *s.s. Tenika*, which vessel takes on her Passengers and Mails, leaving that port on the 19th October direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Specie and Parcelled until 3 p.m. on the 6th October. (Parcels are not to be sent on board that may be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent, Hongkong, 24th September, 1901. [2]

FOR NEW YORK.

THE 3/4 A.I. American Ship

"MANUEL LLAGUNA"

will load during September and October, sailing about 24th October.

For Freight, apply to SHEWAN, TOMES & CO., Hongkong, 11th July, 1901. [1758]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KOENIGSBERG	HAVRE, BREMEN & HAMBURG	On 10th Oct. Freight and Passengers.
BAMBERG	(Calling at Singapore and Penang)	On 2nd Nov. Freight.
SEGOTIA	(Calling at Singapore and Colombo)	On 16th Nov. Freight.
MARBURG	(Calling at Singapore and Penang)	On 30th Nov. Freight.
SUEVIA	(Calling at Singapore and Colombo)	On 14th Dec. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1. [1051]

Hongkong, 27th September, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPRESS OF CHINA," Comdr. E. Archibald, R.N.E., WEDNESDAY, 23rd Oct., 1901

"TARTAR," 4,425 Tons, Comdr. E. Beetham, R.N.E., WEDNESDAY, 6th Nov., 1901

"EMPRESS OF INDIA," Comdr. O. P. Marshall, R.N.E., WEDNESDAY, 20th Nov., 1901

"ATHENIAN," 3,882 Tons, Capt. H. Mewatt, WEDNESDAY, 14th Dec., 1901

"EMPRESS OF JAPAN," Comdr. H. Pybus, R.N.E., WEDNESDAY, 18th Dec., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 days, saving THREE DAYS to a WEEK in the Trans-Pacific journey, as a direct connection at Vancouver with the PALATIAN OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAN STEAMSHIP, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent Chicago World Exhibition; and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pender's Street. [110]

Hongkong, 1st October, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STAMPS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY ... 16th October.

SACHSEN ... WEDNESDAY ... 16th October.

KIAUSCHOU (Hamburg-Amerika Linie) ... WEDNESDAY ... 16th October.

BAYERN ... WEDNESDAY ... 16th October.

STUTTGART ... WEDNESDAY ... 16th October.

KONIG ALBERT ... WEDNESDAY ... 16th October.

PRINZESS ERIK ... WEDNESDAY ... 16th October.

PRINZ HEINRICH ... WEDNESDAY ... 16th October.

PREUSSEN ... WEDNESDAY ... 16th October.

HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY ... 16th October.

SACHSEN ... WEDNESDAY ... 16th October.

ON WEDNESDAY, the 16th day of October, 1901, at Noon, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE, Captain H. Magin, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING at NAGASAKI, GENOA, SHANGHAI, and COLOMBO, on MONDAY, the 14th October, and will be received at the Agency's Office until 5 p.m. on TUESDAY, the 15th October, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 15th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELOCHERS & CO., AGENTS.

Hongkong, 4th October, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing.

QUEEN ADELAIDE ... 2,632 ... F. McNair ... October 8th.

VICTORIA ... 3,502 ... J. Pantan ... October 15th.

BRANER ... 3,601 ... W. Watt ... November 15th.

GLENAGLE ... 3,750 ... W. Frakes ... November 24th.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.

Excellent accommodation. First-class Table. DOCTOR and STE

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DUKE
GLASGOW and LIVERPOOL.	NESTOR	On 10th October.
GLASGOW and LIVERPOOL.	NESTOR	On 12th October.
GLASGOW and LIVERPOOL.	NESTOR	On 17th October.
GLASGOW and LIVERPOOL.	NESTOR	On 23rd October.
GLASGOW and LIVERPOOL.	NESTOR	On 28th October.
GLASGOW and LIVERPOOL.	NESTOR	On 3rd November.

FOR	HOMEWARDS.	TO SAIL
LONDON	NESTOR	On 15th October.
LONDON	NESTOR	On 29th October.
LONDON	NESTOR	On 12th November.
LONDON	NESTOR	On 26th November.
LONDON	NESTOR	On 10th December.
LONDON	NESTOR	On 24th December.

The S.S. "NESTOR" from GLASGOW and LIVERPOOL, left Singapore on the 5th inst., a.m., and is expected here on the 10th inst.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
LOMOLO & CEBU	"KAIFONG"	On 11th October.
MANILA	"CHINGTU"	On 12th October.
PORT DARWIN, THURSDAY	"CHINGTU"	On 12th October.
ISLAND, COOKTOWN, TOWN	"CHINGTU"	On 12th October.
SVILLE, BRISBANE, SYDNEY	"CHINGTU"	On 12th October.
AND MELBOURNE	"CHINGTU"	On 12th October.

CHEFOO & NEWCHWANG
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried on board.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th September, 1901.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship
"ESMERALDA,"
Captain J. McGinty, will be despatched for the above port TO-DAY, the 7th inst., at 5 p.m.

For Freight, apply to
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 3rd October, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA

THE Company's Steamship
"KUMSANG,"
Captain Buller, will be despatched as above TO-MORROW, the 8th inst., at 2 p.m., instead of as previously notified.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 5th October, 1901.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA

THE Company's Steamship
"SALAZAR,"
Captain Aubert, will be despatched for the above ports on about SUNDAY, the 6th inst.

For Freight or Passage, apply to
P. DE CHAMPAGNE,
Acting Agent.

Hongkong, 30th September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship
"ANPING MARU,"
Captain S. Aizumi, will be despatched for the above ports on WEDNESDAY, the 9th October, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 25th September, 1901.

FOR NAGASAKI AND VLADIVOSTOCK

THE Steamship
"DAPHNE,"
Captain Schipper, will be despatched for the above ports on WEDNESDAY, the 9th inst., at 3 p.m.

This Steamer has superior accommodation for First Class Passengers.

For Freight and Passage, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 3rd October, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship
"YUENSANG,"
Captain Bole, will be despatched as above on WEDNESDAY, the 9th inst., at 4 p.m.

This Steamer has superior accommodation for First Class Passengers, is fitted with Electric Light, and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 5th October, 1901.

VESSELS ON THE BERTH

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"ALGOA"	MONDAY,	7th October,	at Noon.
"CHINA"	SATURDAY,	19th October,	at Noon.
"DORIC"	TUESDAY,	29th October,	at Noon.
"PERU"	TUESDAY,	12th November,	at Noon.
"COPTIC"	WEDNESDAY,	20th November,	at Noon.
"CITY OF PEKING"	SATURDAY,	7th December,	at Noon.
"GABRIEL"	SATURDAY,	14th December,	at Noon.

THE P. M. S.S. Co.'s Steamship "ALGOA" will be despatched for SAN FRANCISCO via MOJI, on MONDAY, the 7th October, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port, from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to ports beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 3rd October, 1901.

GEO. ECKLEY,

ACTING AGENT.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships "INDRAPURA," "INDRAPURA," and "KNIGHT COMANION," between HONGKONG and PORTLAND (OR), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship
"INDRAPURA,"
will be despatched for Portland (Or.) on or about the 14th October, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON,
General Agent.

Hongkong, 25th September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship
"MAIDZURU MARU,"
Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 16th inst.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 3rd October, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE & ADRIATIC PORTS.)

THE Company's Steamship
"TRIESTE,"
Captain A. H. H. will be despatched as above on THURSDAY, the 10th inst.

For Freight and Passage, apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 30th September, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(Rob. M. Sloan & Co., Hamburg.)
FOR NEW YORK
The full-powered Steamship
"CLAYDALE,"
will be despatched for the above port on WEDNESDAY, the 10th inst.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 28th September, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHVYLE" 20th Oct.

THE Steamship "STRATHVYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on SUNDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to ports beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th September, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ADANA,"
Captain A. Smith, will be despatched for the above port on 10th November, 1901.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 23rd September, 1901.

NATAL LINE OF STEAMERS.

THE Underwritten GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IMPROVED STRAITS NAVIGATION CO.'s fortnightly service home to CAIRO.

Sailings from CALCUTTA for CAIRO every fortnight. For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA (FIORIO AND BURATTINI UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALTA.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
"BORMIDA,"
Captain D. Costa, will be despatched as above on FRIDAY, the 11th inst., at Noon.

At Bombay, the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 30th September, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"PALAWAN,"
Captain J. Chellow, will be despatched for His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 12th October, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. KITCHIE,
Superintendent.

Hongkong, 30th September, 1901.

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ASAMA,"
Captain F. F. Bement, will be despatched for the above port on the 15th December, 1901.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 24th September, 1901.

THE 3/3 L.I.I. American ship

"STATE OF MAINE,"
Captain Colcord, will be ready to load on the 1st November for the above port, and will have quick dispatch.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 21st September, 1901.

HONGKONG STEAMERS.

Algoa, British steamer, 1,252, Hansford, Sept. 24, D. E. Brown.

Anping Maru, Jap. str., 1,058, Aizumi, Oct. 6.

Busan Maru, Jap. str., 329, Kawamoto, Sept. 24, Japanese.

Bombay, German str., 2,659, Burbonson, Oct. 3.

Hamburg-America Linie.

Benlarig, British str., 1,852, Kroble, Sept. 30.

Gibb, Livingston & Co.

Bornida, Italian steamer, 1,499, Costa, Oct. 5.

Carlowitz & Co.

Cebu, Amr. str., 618, Inchausagari, Sept. 29.

Brandao & Co.

China, Ropier, Brit. str., 1,292, Smith, Sept. 8.

Japanese.

Chingta, British str., 2,260, Leaburgh, Oct. 5.

Butterfield & Swire.

Chungang, British str., 1,419, Muir, Sept. 24.

Jardine, Matheson & Co.

Daphne, German str., 1,290, Schipper, Oct. 2.

Siemason & Co.

Eleono, American str., 510, Altonazo, Sept. 3.

Brandao & Co.

Empress of China, Brit. str., 3,003, Archibald, Oct. 1, C. P. R. Co.

Esmeralda, British str., 960, McGinty, Oct. 5.

Shewan, Tomes & Co.

Haiching, British str., 1,276, Davis, Oct. 5.

Douglas Lauprak & Co.

Haibong, British str., 783, Bathurst, Oct. 5.

Douglas Lauprak & Co.

Hans Menzell, German str., 1,694, Neibinger, Oct. 3, E. A. Trading Co., Limited.

Hermes, Norwegian str., 849, Knutsen, Oct. 5.

Sander, Wieler & Co.

Holba, German str., 502, Merles, Oct. 2.

A. B. Mariv.

Holstein, German str., 985, Ipland, Oct. 3.

Jensen & Co.

Hongkong, French str., 862, Pannier, Oct. 2.

A. R. Mariv.

Hongkong Maru, Jap. str., 6159, Filmer, Oct. 2.

Indrapura, British str., 3,152, Hollingsworth, Sept. 29, Allan Cameron.

Jacob Diederichsen, Ger. str., 623, Schalkier, Oct. 5, Jensen & Co.

Kamsang, British str., 2,076, Buller, Sept. 29.

Jardine, Matheson & Co.

Kutsang, British str., 1,485, Selly, Oct. 6.

Chinese.

Kwongseang, British str., 989, Arthur, Oct. 6.

Jardine, Matheson & Co.

Mario Jensen, Ger. str., 1,700, Hemmet, Oct. 2.

Jensen & Co.

Mausang, British str., 1,643, Welsh, Sept. 25.

Jardine, Matheson & Co.

Nanah, British str., 1,229, Jones, Oct. 2.

Bradley & Co.

Natal, French steamer, 1,994, Bonn.

Messageries Marit

